MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

Thomas H. Kean, Governor
John P. Sheridan Jr., Commissioner

October 1984
Vol. 6 No. 2

## Trust Fund becomes law

*Governor Thomas H. Kean signed the Transportation Trust Fund Authority Act which had been passed by the Legislature in a public ceremony held on July 10 in the State Museum Auditorium. He was surrounded by leaders of the Legislature: Senator S. Thomas Gagliano, Assembly Speaker Alan J. Karcher, Senator Walter Rand, Senator John F. Russo, Senate President Carmen A. Orechio (hidden), Commissioner John P. Sheridan Jr. and Assemblyman Wayne R. Bryant.*

# Voters to decide use of 2½¢ of state motor fuel tax on Nov. 6

New Jersey voters will be asked to approve a constitutional amendment to dedicate 2½¢ of the existing 8¢ state motor fuel tax to transportation capital improvements when they go to the polls on November 6.

**Public Question 3** will be the final step in the innovative Transportation Trust Fund Authority Act of 1984 which was approved by the Legislature and signed by Governor Thomas H. Kean in July.

The Trust Fund enables the Department of Transportation and NJ TRANSIT to move ahead with needed highway, bridge and public transit projects statewide which have been in the planning state for years.

Enactment of the Trust Fund and dedication of a portion of the existing gas tax means that for the first time in decades the amount of money spent on transportation would equal the amount of funds raised in the name of transportation.

As a result, the amendment has attracted bipartisan support from a wide range of groups, according to the New Jersey Coalition to Support Transportation, which includes the New Jersey Motor Truck Association and the AAA Automible Club of New Jersey and its associates.

**At present, New Jersey is one of only five states in the nation that doesn't have a dedicated source of transportation funding.**

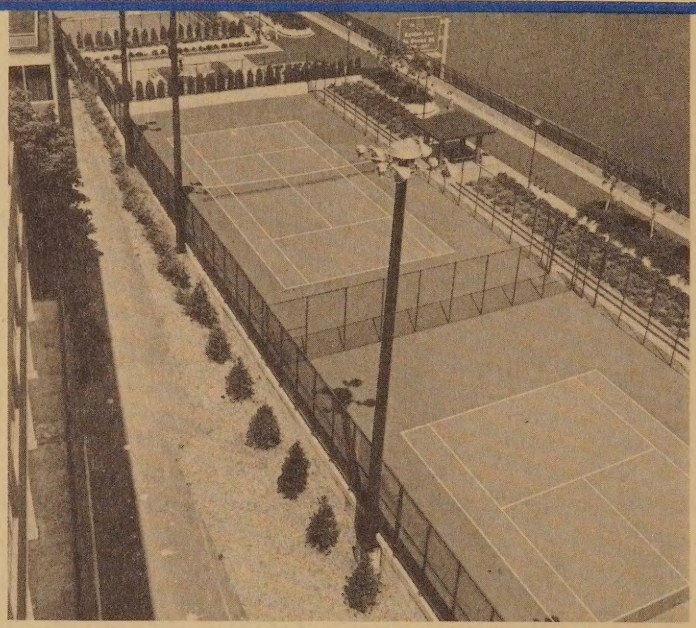
*(continued on page 4)*

# A partial list

• **ATLANTIC**—Replace Somers Point/Longport bridge and roadway; realign "S" curve at Doughty Rd., Pleasantville; improvements to Rtes. 30, 40/322; bridge repairs, Rte. 54 over Great Egg Harbor

• **BERGEN**—Rte. 17 improvements from Terrace Ave./Polifly Rd. to NY State line; Rte. 4/17 lighting improvements; Rte. 9W improvements; park-and-ride lot at Rte. 17/Franklin Rd.

• **BURLINGTON**—Rte. 41/Old King's Highway intersection improvements; bridge rehabilitation, Rte. 70; Rte. 130 intersection improvements; added lane, Rtes. 130/206, Bordentown; construction of Rte. 90; dualization of Rte. 38



The Route 18 Freeway deck park and highway were completed in August. The project is considered a cornerstone in the economic development of New Brunswick.

• **CAMDEN**—Rte. 30/Clementon Rd. improvement; Rte. 30/Laurel Rd. jughandles; Rte. 90 construction, Haddonfield Rd. to Rte. 73; Racetrack and Ellisburg Circle improvements

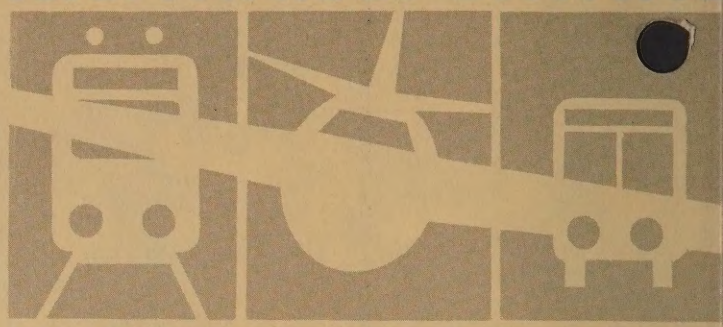
• **CAPE MAY**—Rte. 147 bridge replacement; Rte. 50/Rte. 631 intersection improvement; Rte. 52 rehabilitation over Beach, Rainbow and Elbow Thorofares and Ship Channel, Somers Point, Ocean City

• **CUMBERLAND**—Rte. 47 deck replacement over Muskee Creek; Rte. 49/Barrett's Run culvert replacement; construction of Rte. 55 from Rte. 40 to Rte. 42; East-West freeway and Rte. 55 extension corridor study

• **ESSEX**—Rte. 1&9 highway and bridge rehabilitation, including the Pulaski Skyway; safety improvements on I-280; Rte. 21 ramp revisions and intersection improvements; Eisenhower Parkway

• **GLOUCESTER**—Rte. 41 dualization and jug-handles; Rte. 55 construction from Rte. 40 to Rte. 42; I-295 safety improvements

# N.J. TRANSPORTATIO



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• **HUNTERDON**—Rte. 78 bridge deck protection; Rte. 31 improvements from Flemington Circle to I-78

• **MERCER**—Improved vertical clearance, Rte. 95 over Bear Tavern, Scotch Rds.; construction of I-195/295, Arena Dr. to interchange; various improvements to Rte. 1, Trenton to New Brunswick; Hightstown Bypass

• **MIDDLESEX**—Bridge rehabilitation, Rtes. 1&9, 18, 287; Rte. 27 intersection improvements; right-of-way acquisition for Carteret Industrial Rd.; Rte. 27, 28 resurfacing; Rtes. 1/30 Circle Improvements; Metropark ramps

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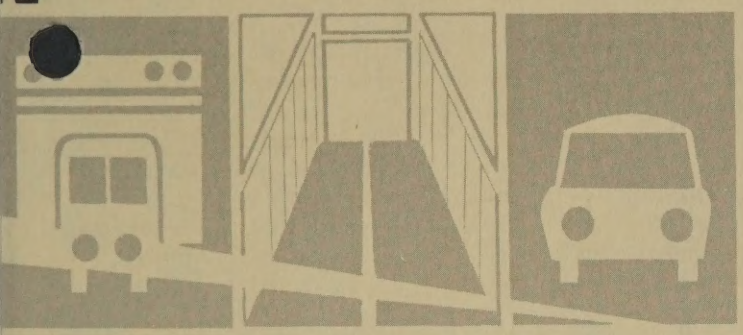

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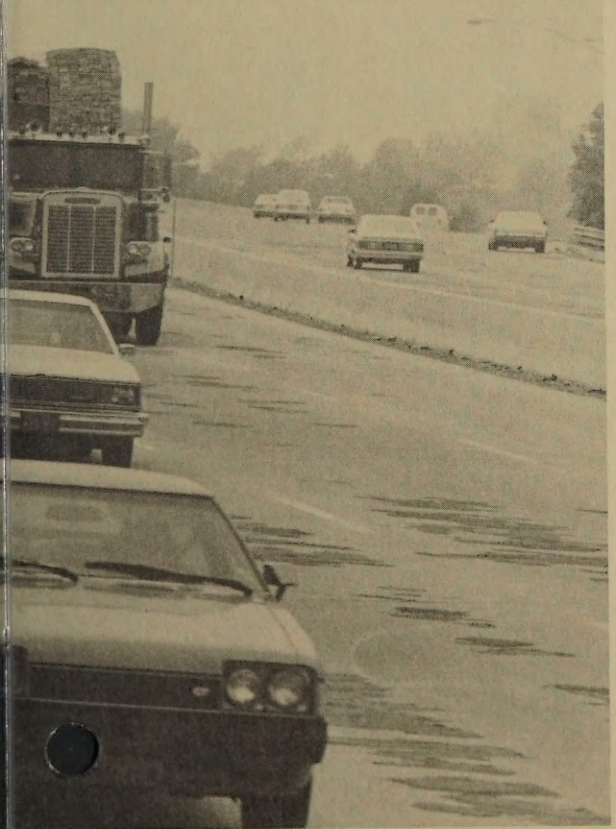
• **MORRIS**—Rte. 23 dualization; Rte. 10 widening; Rte. 24 completion to I-287; Rte. 80 bridge and road reconstruction; Rtes. 23 and 46 resurfacing; Kearney rail connection to mid-town Manhattan.

• **OCEAN**—Rte. 70 bridge rehabilitation and improvements from Rte. 9 to Chambers Bridge Rd.; Rte. 70/Laurel Rd. jughandles; Laurelton Circle Improvements: Rte. 37 widening

• **PASSAIC**—Rehabilitation of Rte. 4 bridge over Passaic River and Rte. 20; resurfacing of Rte. 23; I-287 construction



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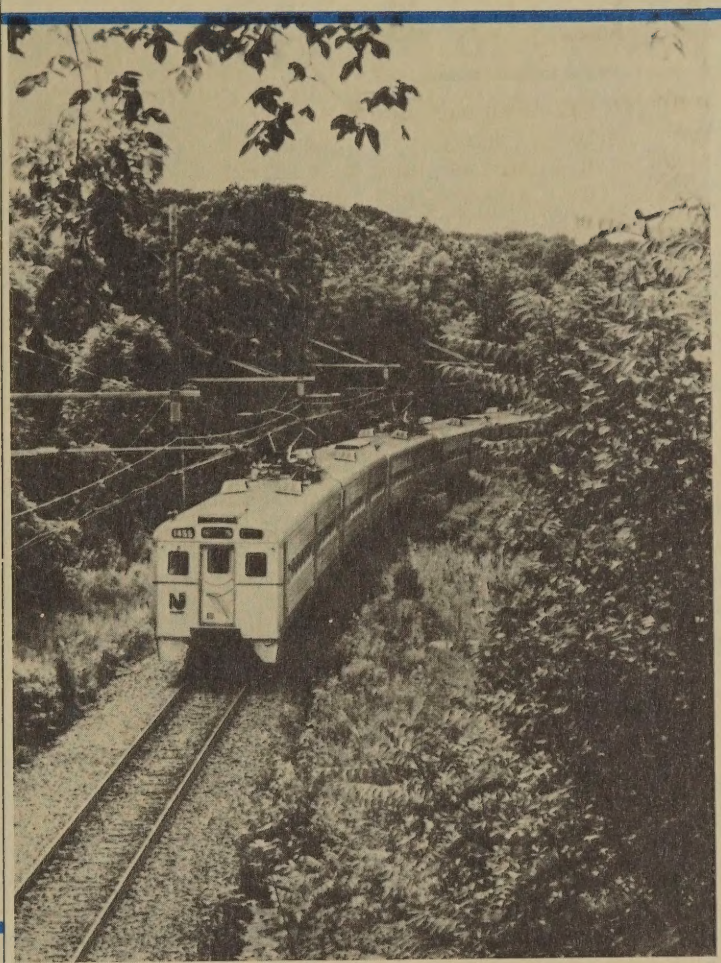

The historic grand opening of the new 67-mile Morris and Essex Rail Line took place on September 15. The completion of the complex re-electrification and improvement project has ushered in a new era in rail passenger service for residents of 26 communities in Morris, Essex, Somerset, Union and Hudson Counties.

• **PUBLIC TRANSIT IMPROVEMENTS STATEWIDE** include rail station rehabilitation; bus stop signs and shelters; bus and rail park-and-ride lots; track and rail bridge rehabilitation; train and bus equipment repair shops; and special services for the transportation disadvantaged

• **SALEM**—Rte. 45 bridge rehabilitation; construction of ramp at 295/48 interchange; Woodstown by-pass

• **SOMERSET**—Increase vertical clearance of I-78 over Rattlesnake, Burnt Mills & Dead River Rds.; intersection improvement at Rattlesnake Rd./ Rte. 31; I-287 safety improvements; Rte. 22, 28 resurfacing; Rte. 206 improvements; Rte. 92 Freeway

• **SUSSEX**—Realignment and intersection improvements, Rte. 94/Lasinski Rd.; intersection improvement, Rte. 94/Rte. 515; intersection improvement, Rte. 206, Rte. 630/Pine Rd.; Rte. 23 resurfacing; Sparta-Munson by-pass; I-80 improvement

• **UNION**—Elimination of Bayway Circle; construction of I-78; drainage improvements on Rte. 439; Rte. 1&9 reconstruction; Rte. 27 resurfacing

• **WARREN**—Rte. 57 bridge reconstruction; deck protection, I-78; resurfacing, I-78, 57, 182

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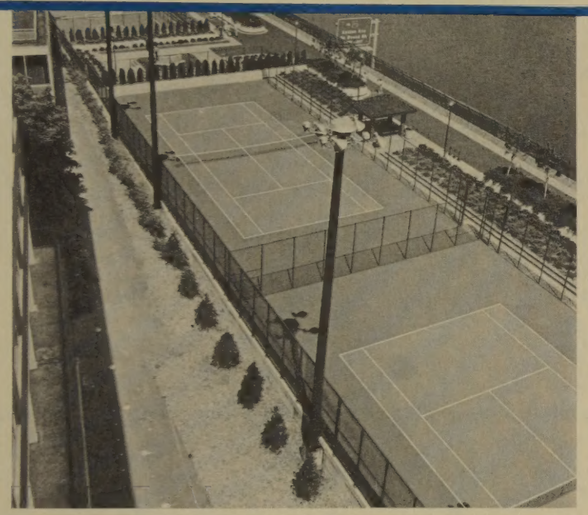

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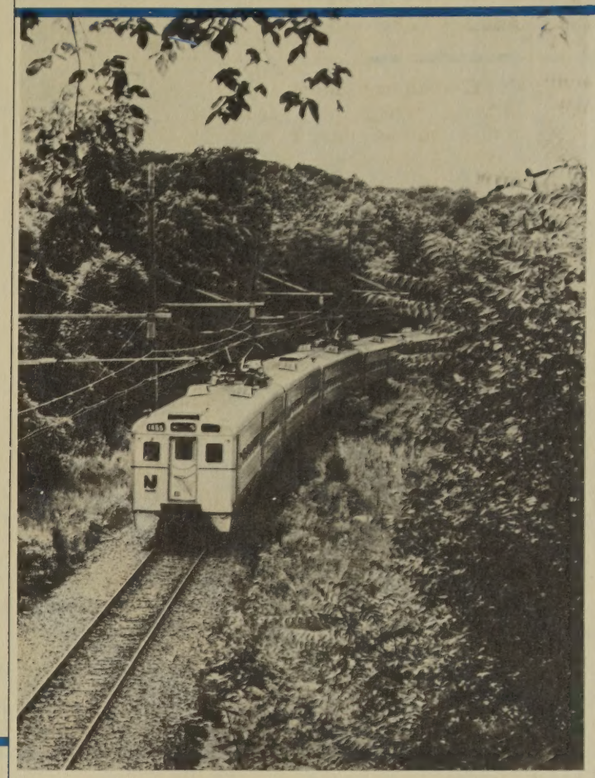

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# Voters to decide

*(continued from page 1)*

Dedication of part of the existing gasoline tax will help assure that DOT and NJ TRANSIT will receive an average annual appropriation of $249 million for capital projects which will generate $3 billion when matched with federal funds over the next four years.

The $249 million a year in state funds will come from the following sources:

- **$88 million in state appropriations from the general fund will back the sale of bonds. This is equal to 2½¢ of the existing state gasoline tax the allocation of which voters are being asked to approve on the November 6 ballot.**
- **The three toll road authorities will contribute a total of $25 million for Trust Fund projects.**
- **$30 million will come from revenue generated through increased heavy truck user fees.**

The Transportation Trust Fund Act also establishes two new transportation aid programs:

1. *FAUS Substitution*—Under this program, $35 million annually in federal transportation funds previously allocated to most counties and the State's largest cities will be replaced with 100% state funds that have fewer restrictions and requirements.

Those counties and municipalities which previously didn't qualify for FAUS funds will receive a minimum of $300,000 under the program.

The federal funds, in turn, will be used on the state's Federal Aid Urban System highways as required by federal law.

2. *Municipal aid*—The Department of Transportation will distribute this money to municipalities for local roads using a formula based half on mileage and half on population. The total amount of funds in this category in $19 million, including $4 million available at the discretion of the Commissioner on an emergency or need basis.

The Department has established guidelines to determine priority for the funding of projects recommended by the counties and municipalities based on volume of traffic, safety considerations, growth potential, readiness to begin construction and local taxing capacity.

The Trust Fund Act established a five-member Authority consisting of the Commissioner of Transportation, who will serve as chairman; the State Treasurer; and three public members recommended by the Speaker of the Assembly, the President of the State Senate and the Governor and all appointed by the Governor.

This new authority will provide the mechanism to pay for both highway and public transit projects but has no say in the actual selection of projects that will be undertaken with the funds. That responsibility remains with the Executive and Legislative branches of state government with input from the Department of Transportation.

The Transportation Trust Fund provides a stable source of funding for transportation that will help solve New Jersey's transportation problems in the years to come as well as remedy those problems which have existed in New Jersey for much of the last 15 years.

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DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
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TRENTON, NEW JERSEY 08625

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